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Contents for Week of February 24, 1930. Vol. IX. No. 1

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MOTHER AND DAUGHTER BREAKING ROCKS FOR ROADS IN CYPRUS
(See Bulletin No. 4)

HOW TEACHERS MAY OBTAIN THE BULLETINS

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Inaugurations, Mexican and Others

ORTIZ RUBIO, president of Mexico, was inaugurated about noontime February 5, as was President Herbert Hoover on March 4, 1929.

According to former Mexican custom he would have gone to the hall of the Mexican Congress, taken the oath, and then embraced his predecessor, President Portes Gil. Instead a new procedure was followed when he was inducted into office before some 30,000 spectators in a stadium.

Inaugurations and installation of high officers vary around the world.

Throw Bags of Gold before Guests in Kashmir

For the Japanese inauguration ceremony the emperor-to-be journeys from Tokyo, the modern capital, to Kyoto, the old capital. He accompanies the sacred relics which serve the same purpose as the Bible does on the Capitol's steps. The sacred mirror, sacred beads and sacred sword are symbols of sovereignty in Japan. On the evening of the final day of the elaborate ceremonies in Kyoto the emperor walks barefoot to the simple, thatch-roofed Yuki Hall where he goes through the formality of dining with the spirit of Kami, the Sun Goddess. He repeats the ceremony in Suki Hall, the entire ritual lasting until dawn.

Jewels, gold and silver, medals and rainbow costumes, common to so many similar ceremonies in other countries, make the United States' black frock coat and black silk hat seem austere. When the Maharajah of Kashmir was inducted into office, in 1925, he wore a pink silk costume and on his chest a two-and-one-half-inch emerald. Strung around his neck and over other parts of his person were $4,000,000 worth of pearls. By way of welcome a bag of gold was thrown at the feet of each distinguished visitor as he arrived. Each guest, with perfect manners, ignored the fortune at his feet, so it was quickly retrieved and thrown in front of the next guest.

River Parade Marks Induction of Siamese King

All democracies make less of installing their high officers than do monarchies. But if Mr. Rubio were taking the president's chair in Brazil he would have a colored ribbon stretched across his chest and a medal hung from his neck.

It is not an inauguration or coronation if there isn't a parade. That seems to be a universal rule. Nearly always military forces monopolize the line of march. The brilliant, medieval costumes of the guards and the gilded carriages of an English coronation have inspired Persia and other countries to similar practices. Few scenes, however, compare with the river parade of black-lacquered barges, each with an officer under a red canopy, that paddle past a newly crowned king of Siam. When Riza Khan became ruler of Persia he rode in a state carriage to the edge of the city where his luxurious personal limousine was waiting to bring him back.

Clocks among Persian Decorations for Ascension

Flags and banners, such as decorate Pennsylvania Avenue every four years on March 4, were not enough for Riza Khan's ascension. Teheran wanted to make the best of displays for the occasion, so citizens decorated the line of march with clocks, vases, teapots, photographs, etc., but especially clocks, in which Persians take great pride.

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© *Photograph by Alinari*

ROME'S APPIAN WAY IS STILL IN USE

For 65 miles after leaving the southern gate of Rome, the Appian Way runs as straight as a taut string, until it reaches Terracina, where it passes under the cliff of Monte Sant' Angelo. The Gate of Napoleon is seen in the distance (See Bulletin No. 4).

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Rubber Ranches Stir Para's Hope of Trade Revival

NOT so long ago Para was the rubber capital of the world.

That was before the development of plantation rubber in the East Indies. Para still receives forest rubber collected by Indians of the Amazon tributaries, but the crude balls of forest rubber play a minor part to-day in the world rubber trade.

There has been much in the newspapers about the development by American capital of a rubber plantation up-river from Para. A similar project started by Japanese interests has attracted less attention in the United States.

Lost the Trade but Not the Name

There are already 60,000 Japanese settlers in southern Brazil and some of the colonists from the south have been employed at the new rubber plantation. Para finds new hope of revival as an important world rubber port in these two projects.

Singapore has taken Para's place, but Para can point with pride to the fact that Para rubber bears its name and that the trees of the East Indies are descendants of original Para tree seeds that were taken from the Amazon jungles.

A traveler familiar with the odor of smoked rubber knows when he is nearing the docks of Para. However, the average traveler would not recognize the huge, ham-shaped chunks of potential tires, garden hose and water bottles which half-naked, perspiring negro and Portuguese laborers are passing from warehouses to cargo boats.

A portion of the river front is lined with fishing boats. There are also boats which bring to the docks cargoes of Brazil nuts and cacao, while small native craft drift in with such articles as jaguar hides, snake skins, homemade pipes and baskets and alligators' teeth. Most of these articles can be found in the market place near the river, but here the visitor is impressed with the great variety of colorful tropical fruits.

How Nearness to Equator Affects Working Conditions in Para

All Para is busy but twice a day. In the morning the workers toil while the sun is low, seek cover during the heat of midday, and then return to their labors in late afternoon. Para is only 100 miles south of the Equator.

At dusk most of the city's 230,000 inhabitants seem to emerge from their sun shades. Then the promenades, palm lined and bordered by wide, flower-decked lawns are filled with people and vehicles and the boulevard traffic problem begins. Portuguese is the language of the natives in Para, but in the course of a city block one meets Frenchmen, Germans, Americans, Syrians, Dutchmen, and the men and women of many other nationalities. The women, dressed in rainbow-colored garments, present a gay picture against the natural tropical coloring of Para as a background. The men don linen and white duck.

Most of Para is modern, but now and then an inquisitive traveler finds himself in a narrow, cobbled street. Even on the beautiful avenues, however, the traveler is taken back a few decades at least, when he frequently observes two-wheeled ox-drawn carts with black drivers whose ancestors were brought to Brazil when the coast towns were popular slave markets.

The day after inauguration in the United States is just another day. Few nations can acquire a new executive in so brief a time. Japanese ceremonies last more than a week. Even in modern republics, dinners, receptions, parades and other functions extend over several days the ceremony which the United States packs into the daylight hours of its inauguration day.

Bulletin No. 1, February 24, 1930.

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THE KING AND QUEEN OF RUMANIA GO TO A LITTLE MOUNTAIN TOWN FOR THEIR CORONATION

After Transylvania had voted in favor of union with Rumania, Alba Iulia was selected for the coronation of the new monarchs because of its historic associations as the old center of the battle for Rumanian liberties. Only one firm of photographers was allowed to take pictures of the coronation, and the receipts from the sale of these went to a cultural foundation for educating the peasants.

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One Island Lost, Seven Gained, in Philippine Boundary Cases

THE United States has been a party to two boundary changes in the Far East within recent months.

Both boundary cases concern the Philippine Islands.

The United States lost her claim to Palmas Island as a result of an arbiter's decision giving it to the Netherlands as part of the Dutch East Indies.

Seven "lost" islands will be reattached to the Philippines by a recent convention between England and the United States, fixing the boundary between North Borneo and the Philippine archipelago.

Boundary Decisions Smooth Out Treaty Errors

Mislaying islands in the Philippines is easier than it would seem, because there are approximately 7,000 islands in the archipelago, distributed over an area equal in length to the distance from Palatka, Florida, to Mackinaw City, Michigan.

Taganak, most important of the seven "lost" islands, is only a mile long. Some of the others are merely clumps of trees on small rocks or coral patches. None is inhabited.

Before the Spanish-American War, Spain had made a boundary treaty with Great Britain defining the line between Borneo and the Philippine Islands as nine miles off the Borneo coast. Later came the treaty by which Spain ceded to the United States the Philippine Islands, and this was found to have four errors, the last of which are being cleared up more than thirty years later.

Soon after the treaty was made it was found that Cagayan Islands, of which the principal island has an area of 46 square miles and a population of 250, had been left without a country. This was corrected in 1900. Last year the question of who owned Palmas Island, near the Celebes, was settled by an arbiter's award, giving it to Holland. Another error has been found in the northern line dividing the Philippine Islands and Taiwan (Formosa), but this does not involve actual territory.

Coconuts and Turtle Eggs Are Products of Islands

England has been administering the seven "lost" islands off Borneo, giving them the little attention they need. On Taganak is a lighthouse marking the entrance to Sandakan Harbor, the most important port on the North Borneo coast. The provision of the old Spanish and British treaty was found impossible of fulfillment because "nine nautical miles off the coast" creates an impossible surveying problem, due to the sinuous curves of the Borneo coast.

So an imaginary line has been drawn across the ocean and it is specified that all the islands and rocks north of this line, and this means most of the group known as the Turtle Islands, will go to the Philippines. In addition to Taganak there are Great Bakkungaan, Langaan, Lihiman, Boaan, Baguan, and the Mangsees lying north of Mangsee Channel.

Although the islands are uninhabited and very difficult to reach, because of the barriers of coral which surround them, natives go to them regularly to gather coconuts and turtle eggs.

The Turtle Islands, as they are locally called, and the Mangsees, lie along the southern edge of the Sulu Sea and are as far south of Manila as Charleston, South Carolina, is south of New York City.

Palmas Island, which the United States lost to Holland by the arbiter's de-

Note: Phases of the rubber industry have been dealt with in the course of many *National Geographic Magazine* articles: "Exploring the Valley of the Amazon in a Hydroplane," and "The Amazon, Father of Waters," April, 1926; "Singapore, Crossroads of the East," March, 1926; "Among the Hill Tribes of Sumatra," February, 1930; "The Automobile Industry," October, 1923.

Bulletin No. 2, February 24, 1930.

© *Photograph by C. Raad*

A FAMOUS JERUSALEM STREET IS ILL-ADAPTED TO WHEELED VEHICLES

The route of the Via Dolorosa, which Jesus is believed to have trod on the way to his crucifixion, is not definitely known. Many believe this street witnessed the tragic procession. Near the place here pictured is the Eighth Station of the Cross, where Jesus turned to the women, saying, "Daughters of Jerusalem, weep not for me" (See Bulletin No. 4).

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The Evolution of Roads

HUGE bricks, with surface areas as large as a fair-sized living room, are to be utilized in building roads.

The evolution of road-making has been especially swift since the invention of the automobile. Some famous highway routes have had many kinds of surfaces, from the excellent Roman stone construction down to modern concrete or macadam.

Nobody knows who built the first road, but remains have been found of a highway laid out by Cheops, builder of the Great Pyramid, in Egypt. Babylon had three great highways and the first levying of tolls in the history of highways took place on one of these Babylonian routes. The Carthaginians were the most scientific road builders of ancient times, but the details of their road construction have been lost.

Rome, the Mother of Good Roads

"All roads lead to Rome," was not a metaphor, but a fact during the supremacy of the Roman Empire. Roads led to the Imperial City from Dacia, present-day Transylvania (a province of Rumania), on the east, and from Germany on the west. Another road branched from the very tip of what now is Spain. By the Roman laws the roads were free for the use of the public. They could belong to no one person or group of persons and the emperors were charged with their maintenance. Soldiers, convicts and slaves kept them in repair. In some places service on the roads eliminated the payment of taxes. The Romans were proud of the emperors who built highways. They honored them with triumphal arches and medals and named the highways after them, such as the Via Appia and the Via Aurelia.

The Via Appia was the Roman "Lincoln Highway." Over it St. Paul, the Apostle, traveled, untroubled by toll collectors. It was begun by Caesar Appius Claudius in 312 B.C., and, when completed, reached to Brindisi on the Adriatic coast. Modern traffic takes a new path, but the Via Appia still runs its course from Rome across the Alban hills.

Road Maps Unknown to Romans

The Romans had no road maps. They published itineraries listing the stations along the road with the distances between each station. Their nearest approaches to road maps were drawings of the stations with topographic features of the surrounding country.

"Speedway" is entirely correct as a name for those Roman roads. We have the word of Pliny, an early geographer, for it. Once a Roman emperor traveled 200 miles in twenty-four hours, in three relays of chariots. He sped at 8 miles an hour. Pliny describes that record as "a wonderful thing and an instance of incredible celerity."

When the Roman Empire declined, road building declined likewise. Charlemagne, Emperor of the Franks, began a program of road construction, but after his death the development dwindled during the Middle Ages.

A quaint law was passed in England in these years relative to the muddy and rutted highways of the day. According to the law bushes and trees were felled for 200 feet on either side of a road to prevent the bandits of the countryside from rushing out and attacking travelers! The first toll for the mainte-

cision, lies 48 miles off the nearest point of Mindanao and is farthest southeast of all the islands in the Philippine group.

A captain must almost run his boat ashore on Palmas before he sees it. The island is about one half the size of Central Park in New York City. The 458 inhabitants found there when an American landing party last went ashore supported themselves on the tropical products from about the same number of acres.

More than twenty years ago Leonard Wood, while on an inspection tour, stopped alongside Palmas. Imagine his astonishment when a native boat put out from shore bravely flying a Dutch flag. The head man explained that a Dutch ship called once a year to leave supplies and take off copra. The captain had left him a flag with instructions to fly it.

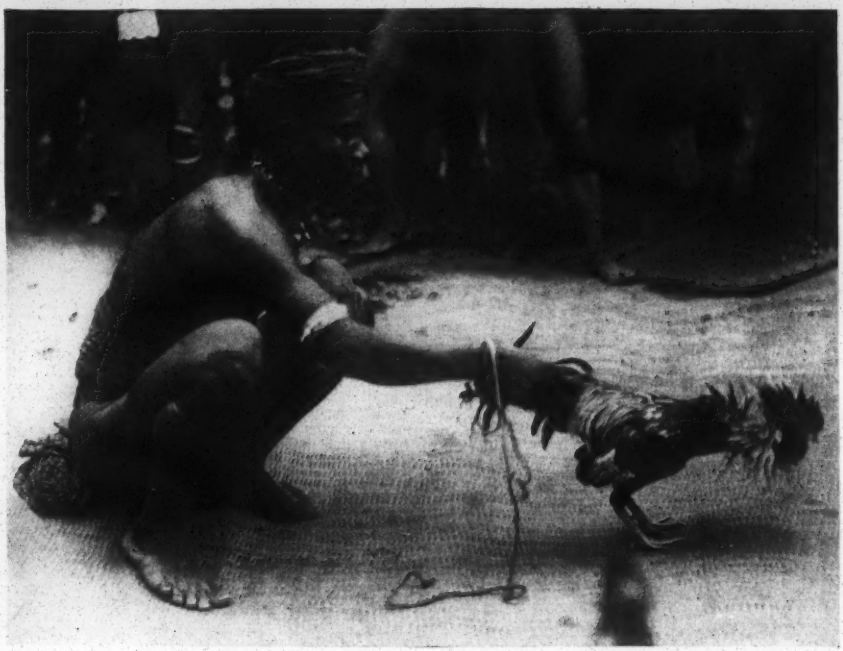
Three Coconut Trees Will Support a Family

The United States then asked Spain if she had meant to give Palmas along with the other Philippines. Spain replied affirmatively. The United States questioned Holland, whose diplomatic office replied that the natives of Palmas owed allegiance to tribes in the Dutch East Indies.

Agreement was reached to arbitrate the question. The arbiter, a Swiss, has handed down a decision giving Palmas to Holland. Fortunately, it is not an irritating boundary dispute. Bestowal of Palmas makes little difference to the United States, to Holland or to the Palmasites. Three coconut trees will support a family and that is about all a native of Palmas needs to know to get along in his little world.

The delightful climate invites man to a maximum of leisure. The old volcano that built Palmas kindly left a legacy of rich soil. Think of Central Park supporting 640 people per square mile! Coconuts require no cultivation and they grow just as well by the lagoon as on the heights of Palmas which attain the elevation of 375 feet.

Bulletin No. 3, February 24, 1930.



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A DAYAK OF BORNEO URGES HIS FIGHTING COCK TO THE COMBAT

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Barcelona, Second City of Spain

BARCELONA, Spain, has recently closed the doors on its vast exposition which lasted through many months of 1929.

Three hundred acres of Montjuich Park, overlooking the city from the southwest, held the buildings where nations of the world displayed their goods.

If visitors to New York remember but one sight, it is Broadway. So the visitor to Barcelona remembers the Rambla.

"Main Street" Lined with Open Air Shops

For several blocks along the Rambla the curbstone is lined with open-air shops. There are flower shops emitting the scents of violets, roses, carnations and lilies and doughnut shops, fish and toasted sandwich booths, each pouring forth its characteristic aroma. There are booths of professional letter writers, magazine stands with a complete line of periodicals and lottery tickets, stands where women can buy silk stockings and other wearing apparel, and stands of bird sellers whose warbling merchandise is concealed in tiers of cages.

In the street humanity is so thick that it is difficult for traffic to pass. The Rambla is not only a shopping district, but a meeting place, a loafing place, and an employment "office." The Spanish sailor with his red sash and red and white handkerchief tied about his neck, and the uniforms of merchantmen from perhaps a dozen different countries add color to the throng. The bill poster, looking for a job, is singled out by the long pole, with brush attached, which he carries on his shoulder, and no one could mistake the public porters whose caps look like turnover rolls with the folded side over the forehead.

The bull-fight arena accommodates about 25,000 spectators and on Sunday afternoons every seat is occupied. The city's inhabitants throng the well-kept promenades and parks.

Columbus Returned to Barcelona from America

Barcelona is modern in appearance, although the port dates to the second century and ranked with Genoa and Venice in Mediterranean trade during the Middle Ages.

The spacious harbor into which the Phoenicians sailed in quest of new peoples with whom to trade, and which Columbus triumphantly entered after his return from America, now is pierced by long, modern wharves, each accommodating several large, ocean-going vessels at a time.

The old quay, now well paved, is lined on its inner side with modern buildings and a promenade flanked by two rows of palm trees occupies its center.

Parkways Fill Space of Old City Walls

The old part of the city, once surrounded by a wall, still has some of its canyonlike streets, many so narrow that the wheels of carts nearly scrape both curbs as they pass, and balconied windows of bordering buildings nearly meet.

But many of these crooked lanes open into wide streets. For instance, the aforementioned Rambla which bisects the city from the harbor northward is a tree-lined boulevard and the site of the old wall now is a park called the Ronda. One can walk in this parkway from one end of the quay, through the center of

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nance of English roads was collected by order of Edward III in the fourteenth century.

The Incas of Peru had the most extensive highway system in the New World. Their "Queen of Roads," which connected Quito and Cuzco, was five times as long as the completed Via Appia. They were shrewder engineers than the Romans. The latter built their roads in straight lines, conquering all difficulties in their paths. The Incas curved and graded their highways to avoid ascents and forests.

Napoleon Father of Modern Road Building

The father of modern road building is Napoleon. He systematized the industry and appointed a body of engineers to supervise the construction of French roads. Other European countries and the United States were quick to perceive the value of improved highways.

Turkey, long closed to Western ways, is planning an asphalt-surfaced highway from Istanbul (Constantinople) to Ankara (Angora). Every day news announcements bring tidings of new roads being built in lesser known parts of the world. Automobiles demand an ever-widening touring radius, and modern travelers no longer fear the mythological creatures which medieval people believed inhabited the unknown parts of the earth.

Bulletin No. 4, February 24, 1930.

© *Photograph from Dr. W. L. Schurz*

BRINGING IN RAW RUBBER, SOMETIMES CALLED "BLACK GOLD"

What appear to be skin water-bags, on the backs of burros, are actually balls of raw rubber. Amazon Indians collect the milklike latex from wild rubber trees, and, by smoking, convert the latex into a resilient wound on a stick. When the process is completed the stick is removed (See Bulletin No. 2).

Barcelona and back to the other end of the quay, among flowering gardens and under shade trees. The Ronda frequently opens into public squares, one of which is the Plaza de Cataluna, the hub of Barcelona.

Here trams, automobiles, busses and wagons, running into the square from a dozen directions are bewildering to the pedestrians who crowd upon numerous safety zones, but the apparent traffic tangle seems not to alarm the well-trained Barcelona traffic officers.

One has to watch one's step in the Plaza, but when the American gets a chance to take his eyes off the street, he is greeted with two huge signs that make him think of home. One advertises a popular make of American automobile and the other is that of a language school which is well known in all American cities.

Barcelona, a city of 760,000 population, has a magnificent Gothic Cathedral, a university, many historic churches, museums, and new buildings of pure "Barcelona" architecture, the lines of which simulate ocean waves; but the out-door life of the inhabitants is the strongest lure of the Spanish city.

Note: Spain, where an important change in government recently occurred, has been developing rapidly since the World War. For a background to Spanish events the following *National Geographic Magazine* articles are useful: "On the Bypaths of Spain," "Barcelona, Pride of the Catalans," "Seville, More Spanish Than Spain," and 40 color pictures in addition to more than 100 black and white illustrations, all in March, 1929; "Adventurous Sons of Cadiz" and "From Granada to Gibraltar," August, 1924; "The Land of the Basques," January, 1922.

Bulletin No. 5, February 24, 1930.

© *Photograph by Holmes from Galloway*

BARCELONA PLACES CHAIRS FOR ITS TIRED BUSINESS MEN

Few boulevards in Europe can rival the restful and majestic Paseo De Gracia which sweeps down from the hills toward the harbor. Its wide, shady stretches provide a favorite place of promenade, and, when the walker tires, there is at his elbow a comfortable place for relaxation.